

Transit-Oriented Development TOD

Making it Happen



Smart Growth / Smart Energy Toolkit



What is Transit-Oriented Development (TOD)?

- **Mixed-use, higher density, pedestrian friendly development within walking distance of a transit station.**



Characteristics of Transit-Oriented Development

- **A mix of uses;**
- **Moderate to high density;**
- **Pedestrian orientation/connectivity;**
- **Transportation choices;**
- **Reduced parking;**
- **High quality design.**

Reasons to Pursue TOD

- **Property values near transit stations increase faster than other locations;**
- **Lower development costs;**
- **Opportunity for cost sharing;**
- **Create a 24 hour community;**
- **Re-use historic or underutilized sites.**

Supportive Market Conditions

- Strong regional market;
- Competitive station area;
- Vacant/re-developable land available;
- Large parcels in single ownership or easily assembled;
- Supportive public policies.



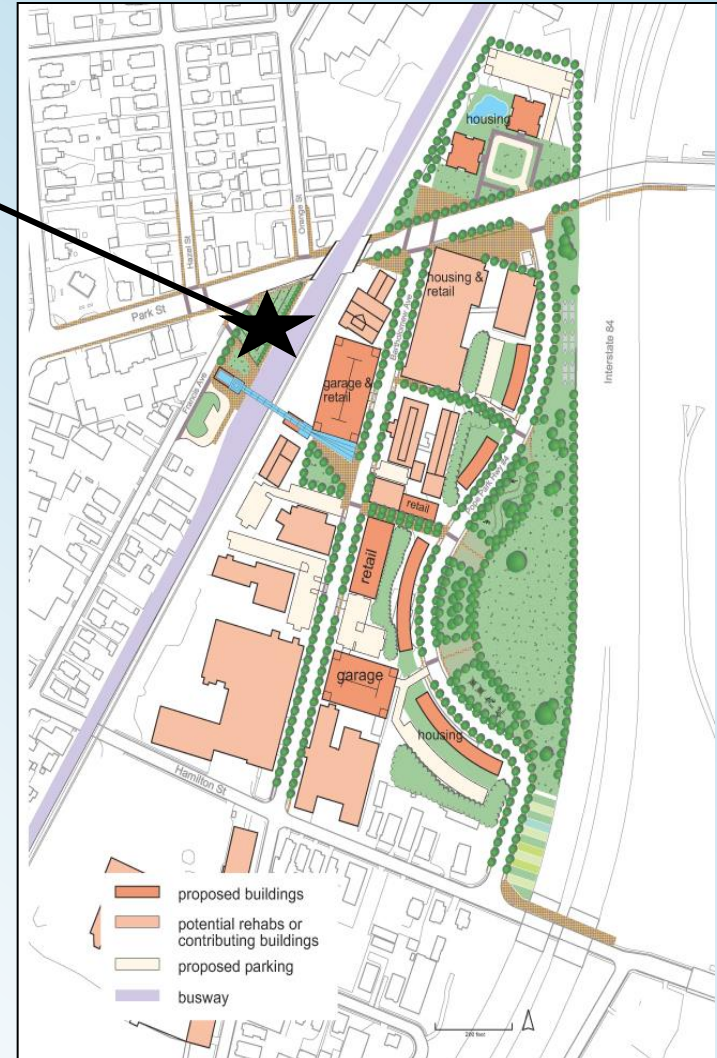
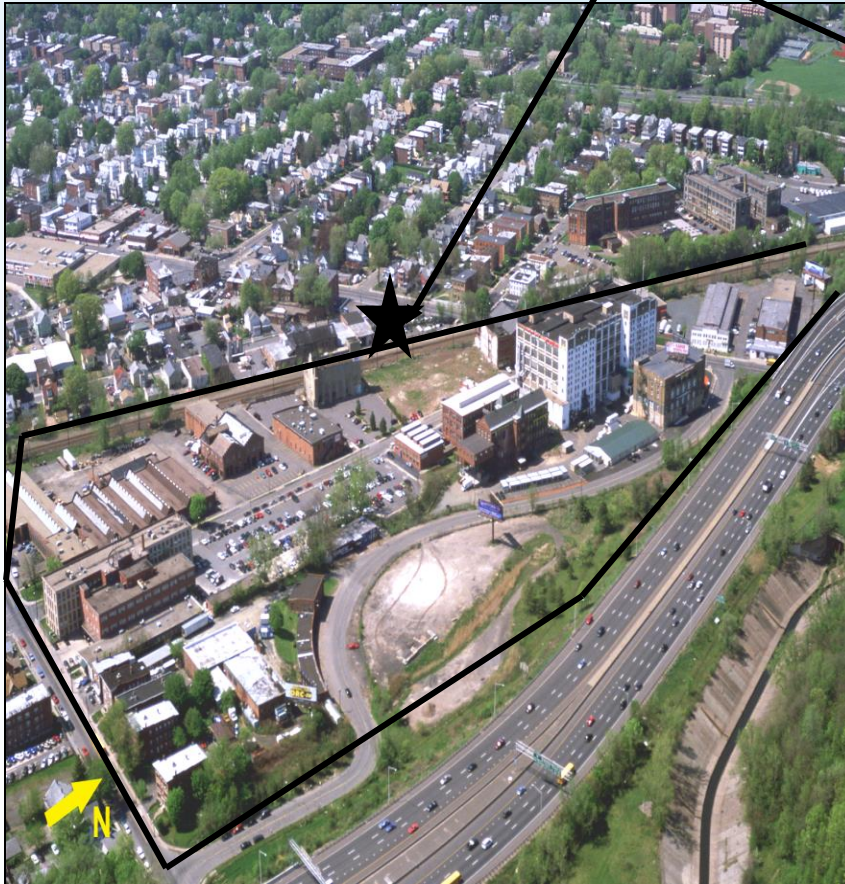
TOD - Supportive Development Policies/Tools

- **Station area plans;**
- **Higher density, mixed use zoning;**
- **Density bonuses;**
- **Reduced parking requirements;**
- **Design standards/guidelines;**
- **Pedestrian amenities;**
- **Public investment policies.**

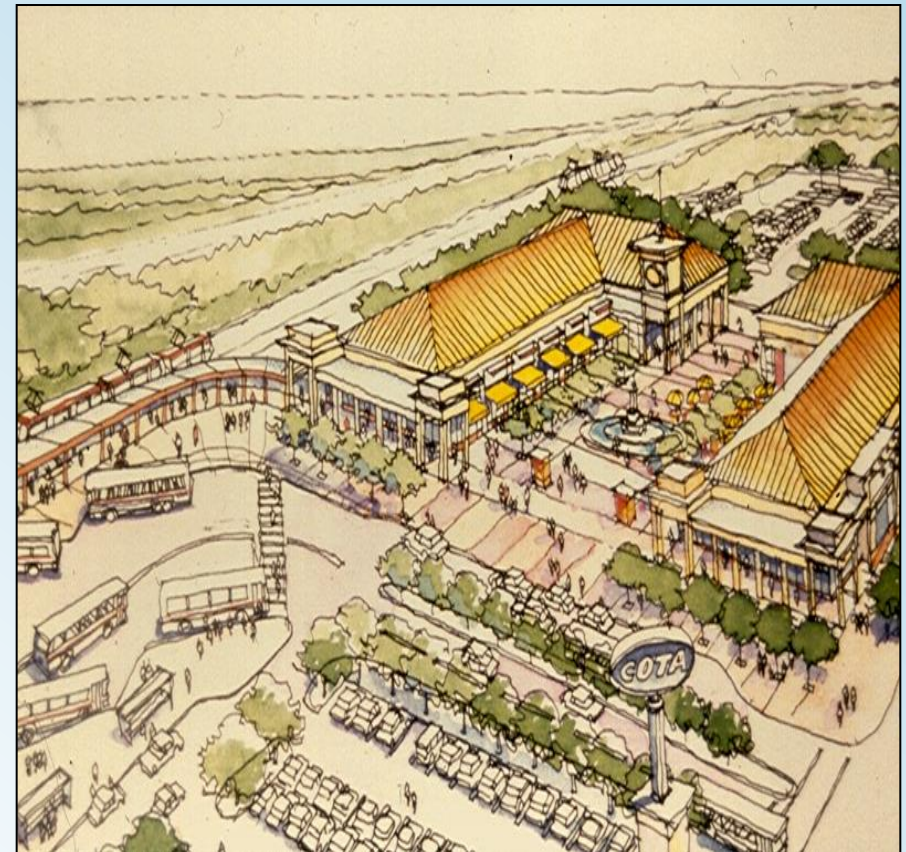
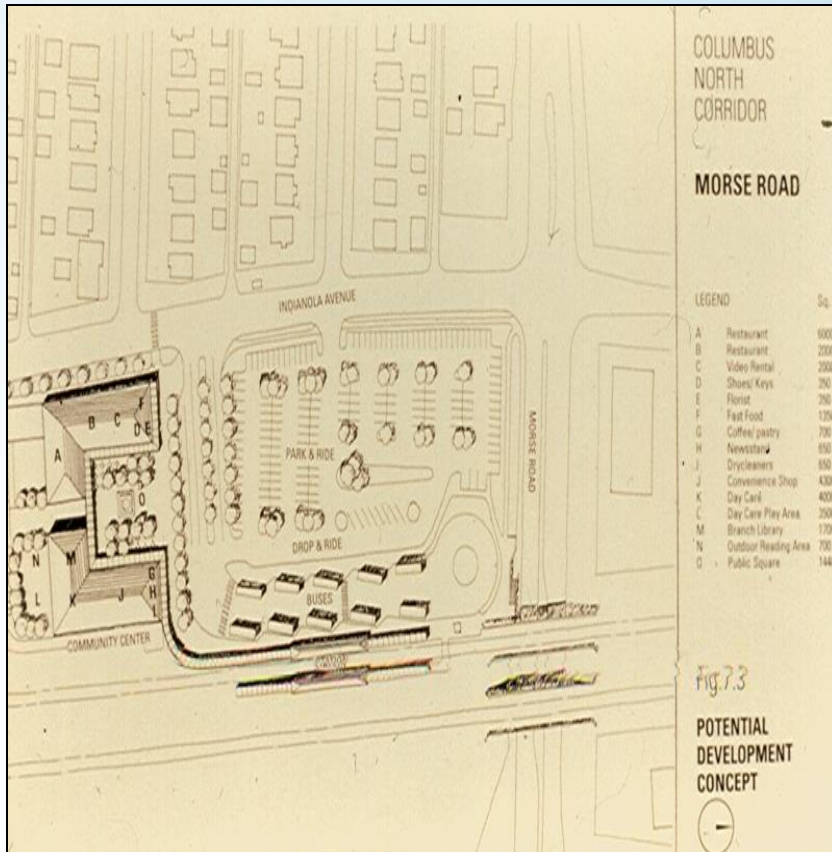
Station area plans consider market conditions, land use goals, and development opportunities within $\frac{1}{4}$ to $\frac{1}{2}$ mile of stations to help guide development around transit systems.

Hartford Station Area Plan

Proposed Busway Station



Columbus, OH Station Plan



Station area design guidelines ensure attractive, high quality station area development that encourages pedestrian activity.

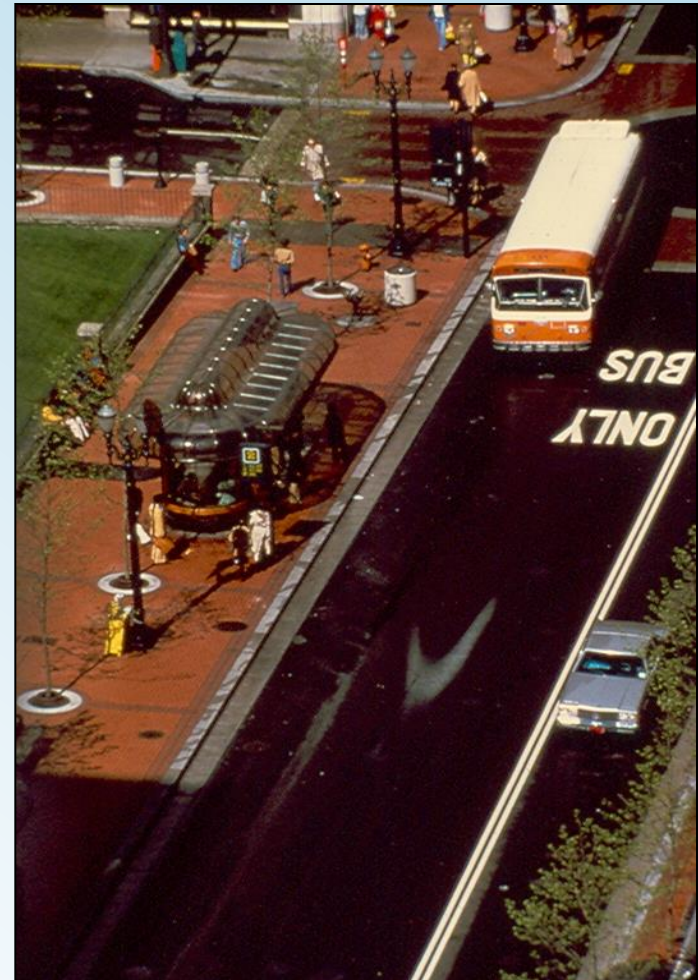
Concord Center, MA



Transit-Oriented Streetscape Improvements



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Transit-Oriented Development

Transit-oriented development zoning districts allow for increased densities, mixed uses, and reduced parking requirements, thus lower development costs.

Types of Transit-Oriented Development

- **Joint development and air rights;**
- **Co-development;**
- **Transit-responsive development;**
- **Reinvestment and redevelopment.**

Joint Development and Air Rights

- **Almost always uses station site or air rights;**
- **Transit agency an active partner;**
- **Potential for shared construction;**
- **Operation/Management of station may be combined.**

Harvard Square Air Rights Development



Copley Place, Boston



Kendall Square Marriott and T Station



Co-Development

- **Usually involves sites adjacent to stations ;**
- **Occurs when station is built;**
- **Involves cooperation for mutual benefit;**
- **Potential to coordinate design and construction of development and station.**

Office and Housing Development At Alewife Red Line Station



Office Development Adjacent To Davis Square Station



Transit-Responsive Development

- **Located within walking distance of station;**
- **Transit enhances viability of existing sites;**
- **Utilizes existing building, vacant sites, or redevelopment sites.**

Examples of Transit-Responsive Development



Canton, MA Condominiums at Station



Ballardvale Station, North Andover



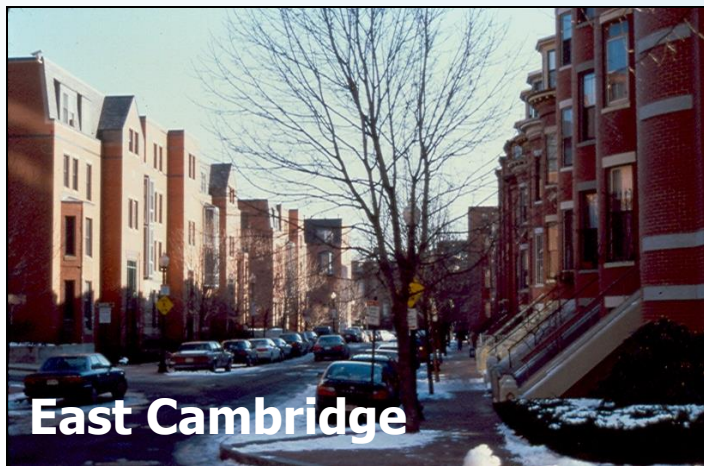
Concord Center - Housing and Retail

Reinvestment and Redevelopment

Transit can:

- stabilize property values;
- encourage investment in existing properties;
- lead to increases in property values with modest investment.

Examples of Reinvestment and Redevelopment



Transit Adjacent Development: A Missed Opportunity

**New development adjacent to
transit, but without connectivity to
or interaction with transit service**

Examples of Transit-Adjacent Development



Beverly Farms Station Re-use
No transit-supportive uses



Jefferson at Salem Station
No pedestrian access

Financing TOD

- **Often combines private and public financing;**
- **Market conditions dictate public/private ratio;**
- **Public financing takes many forms, from sharing infrastructure costs to outright grants.**

Federal Financing Tools

- **Transportation Enhancements Program (FHWA);**
- **Congestion Mitigation and Air Quality Program (FHWA);**
- **Transportation & Community & System Preservation Pilot Program (FTA);**
- **Transportation Infrastructure Finance and Innovation Act of 1998;**
- **Location Efficient Mortgages (Fannie Mae);**
- **Brownfields Program (US EPA).**

State Financing Tools

- **Commercial Area Transit Node Program (DHCD);**
- **TOD Bond Program (OCD);**
- **Off Street Parking Program (ANF);**
- **Public Works Economic Development (EOT);**
- **Community Development Action Grants (DHCD);**
- **Urban Brownfields Site Assessment (EOEA);**
- **Priority Development Fund (Planning Assistance Grants);**
- **Siting of government facilities.**

Local Incentives

- **Transit Overlay Districts with density bonuses;**
- **Tax incentives, including abatements and credits;**
- **Streamlined permitting process;**
- **Flexible parking requirements;**
- **Sale of public land;**
- **Air rights development;**
- **Transit-supportive design guidelines;**
- **Capital improvement plans.**

Local Incentives

- **Station area plans;**
- **Site assemblage;**
- **Land swaps;**
- **Sale/lease of development rights;**
- **Provision of infrastructure;**
- **Tax Increment Financing;**
- **Siting of government facilities.**

CASE STUDY

Concord, MA The Concord Center Station

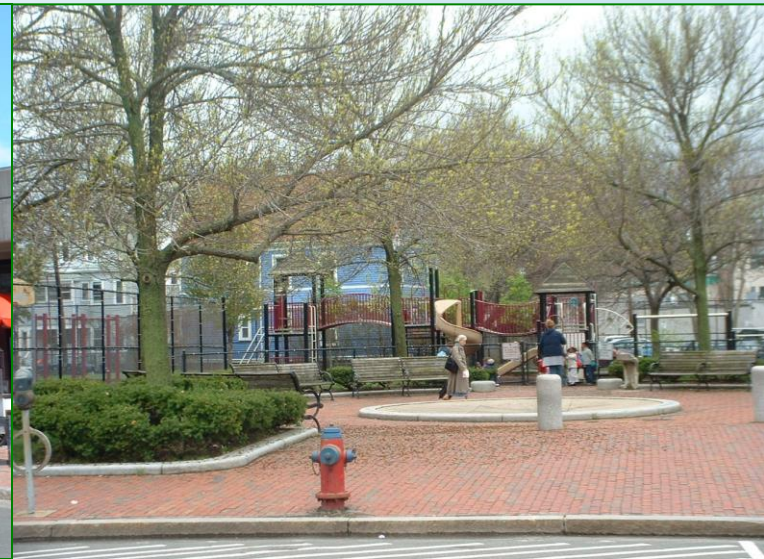
In 1987 the Town prepared a long range plan intended to direct development in Concord. The long range plan identified the Concord Center station as an important node for future higher density commercial and residential development.



CASE STUDY

Somerville, MA The Davis Square Red Line Station

Residents, businesses and public officials created the Davis Square Action Plan in anticipation of a new Red Line heavy rail station in Somerville. The plan led to the establishment of the Davis Square Redevelopment Area, adoption of a Design Review Overlay District, and resourceful public financing to create a vibrant, mixed use urban center focused around the T station.



Transit Oriented Development – Creating a Sustainable Tomorrow



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Transit-Oriented Development

USEFUL LINKS:

<http://www.nctr.usf.edu/pdf/473-135.pdf> National Center for Transit Research, University of South Florida - Building Transit Oriented Development in Established Communities

http://gulliver.trb.org/publications/tcrp/tcrp_lrd_12.pdf The Transit Cooperative Research Program - The Zoning and Real Estate Implications of Transit-Oriented Development

http://trb.org/news/blurbs_detail.asp?id=2594 Transportation Research Board of the National Academies - The Role of Transit in Creating Livable Metropolitan Communities

http://gulliver.trb.org/publications/tcrp/tcrp_rrd_52.pdf Transit-Oriented Development and Joint Development in the United States: A Literature Review

USEFUL LINKS:

http://www.apta.com/research/info/briefings/briefing_8.cfm
American Public Transportation Association - Transit Resource Guide

<http://www.vtpi.org/tdm/tdm45.htm> Victoria Transport Policy
Institute - Using Public Transit to Create More Accessible and Livable
Neighborhoods

www.crcog.org/publications/CommDevDocs/TCSP/Ch05_Technical_TOD.pdf
Capital Region Council of Governments -Transit-Oriented
Development – Detailed Technical Analysis

www.mrsc.org/Subjects/Transpo/transitdev.aspx
Municipal Research and Services Center for Washington – Transit
Oriented Development - a list of resources